

The Pensacola Journal

BY
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PENSACOLA, FLORIDA, JANUARY 19, 1905.

Sonnet to Robert E. Lee.

O'er the war-scarred way a pitying Heaven has spread
A velvet pall; and on each nameless grave
A flower blooms—God's tribute to the brave.
Above this altar-spot, with low-bowed head,
A grief undying mourns the life they gave.
The well-loved flag, for which they fearless bled,
Is wrapped in a winding sheet to hope—long dead;
To dust the hands who thought its honor to save,
Thou Time, would ever teach us to forget
The immolation of our dead—ah yet
The sanctuary lamps must ever shine
When fed by Fame in memory's sacred shrine;
And one, grim death forever will defy—
"This day, oh Lee, thou wert not born to die!"

—FLORENCE TURTLE.

THE SOCIAL POSITION OF THE MEN OF THE NAVY.

The following comment, from the Mobile Register, relative to the social position of the men of the American navy, inspired by a recent interview with Rear Admiral Wise, formerly commandant of the Pensacola navy yard, will prove of especial interest to Pensacolians at this time, in view of the approaching visit of the battleship squadron to this port:

On Saturday night Rear Admiral Wise, who is in Mobile investigating the manner in which steamboats are inspected, stated to a representative of the Register that he would have with delight the time when the men of the American navy would be valued at their real worth and not be treated as social outcasts. The interviewer begged to differ with the retired naval officer that the "bluejackets" are classed below ordinary workmen by the citizens of places where there are naval stations, but the rear admiral cited instances of his own knowledge, which demonstrated the truth of his assertion. One instance will suffice for the whole. At Newport News, while Rear Admiral Wise was in command of the training squadron, an enlisted seaman entered the hall of the Young Men's Christian Association and was given the cold shoulder by those present. Doffing his uniform he paid another visit to the same institution and was warmly welcomed until he mentioned the coldness of his former reception. Then it was explained to him that that branch of the Young Men's Christian Association did not care to have men of the navy among its members and that there was a special branch for them. Rear Admiral Wise has devoted much time to movements for ameliorating the condition of United States sailors, and is an enthusiastic member of a civilian organization which has for its object the overcoming of the ostracism which appears to follow enlistment.

And now comes a "Bluejacket" in the New York Sun, who describes such an instance as the naval officer complains of. Certain petty officers at Old Point Comfort, who were almost frozen through not being able to reach their vessels at Hampton Roads in steam launches, applied late at night for rooms. At one hotel they were put with the excuse that no rooms were vacant, and at another they were told that enlisted men in the uniform of the service could not be accommodated. Even the proprietor of a cheap restaurant refused them admission.

In complaining of the treatment and of similar instances, "Bluejacket" asks the pertinent questions: "Does a man when he takes the oath and puts on his uniform become disfranchised? Is it the uniform of shame or the uniform of honor? Must he forever be looked down upon by the general public because he adopted the profession of serving his country? I venture to affirm that in no other country in the world does such a state of affairs exist. I maintain that there are thousands of men in blue shirts who are as much at home in a Fifth Avenue drawing-room as in the fore-castle of a ship, and those who read this, be they service men or civilians, will bear me out in what I say."

And yet, the people who act like snobs when a man in the uniform of the United States navy appears in time of peace, go crazy over the same uniform in time of war. Although 90 per cent of the men of the navy are American born, the percentage of desertions is high compared with other natives, and Rear Admiral Wise sees in the un-American treatment accorded the men of the navy while they are ashore, one of the prime causes for desertion.

The intellectual status of the men of the American navy is higher than in any similar body and they are frequently of good family. Why they should be tabooed for their uniform is inexplicable. It is a reflection on the good sense of those who put this slight

upon the service, and it is worse in its disrespect for the uniform they wear, which should be dear to the heart of every American.

It is said that Rojstvensky has started for the Far East without awaiting reinforcements. That means suicide, pure and simple.

The Indiana man who deliberately chopped a hole in the ice and then crawled under was mighty hard up for a method of shuffling off.

Nan Patterson and Mrs. Chadwick seem to have been entirely lost sight of since the fall of Port Arthur, but they'll probably bob up again before long.

According to his returns to the tax assessor Parson Rockefeller is now possessed of only \$2,500,000. The old gentleman must have been unusually extravagant of late.

Russia's effort to draw France, China and, possibly, other nations into the Russo-Japanese troubles in the Far East is altogether too apparent to be successful. Russia will have to swallow her medicine all alone.

Secretary of State Hay has directed the American charge at Peking to make inquiry of the Chinese government regarding Russia's charges of violation of neutrality by China. Now for a flourish of The Big Stick.

By the bolting of several Missouri republican legislators the cut and dried plan to railroad Mr. Niedringhaus into the United States senate has missed fire. That \$21,000 slush fund evidently wasn't big enough.

RACIAL PREJUDICE IS UNIVERSAL.
(Montgomery Journal.)

The effort of Theodore Roosevelt to break down racial prejudice in this country, that is, prejudice against the negro race, by practicing social equality in the white house and by forcing the negro upon communities in the south over the protests of the whites of such communities, and by making a leading negro educator his political adviser, accepting his suggestion as to fit men to appoint to federal positions without further question, is an entirely new departure for a president, but it will serve the president's purpose to make himself unique and spectacular by doing unusual things in a sensational and spectacular way.

The country is just now taking Theodore Roosevelt seriously, because the people don't know him, and because they have come to think that since the invention of the telephone that enables a fellow in Alabama to talk to his sweetheart in Philadelphia, and the invention of the machine that will enable a man after he is dead to preach his own funeral sermon, that all things are possible under the sun, and that Theodore Roosevelt will really solve the negro problem to the satisfaction of the northern fanatic and the southern aristocrat.

But while the president is solving the problem in this country and getting the two races together, we will call his attention to the fact that racial prejudice is not local to the south or the north or this country, but it is universal. The New York Sun a few days ago reproduced the following from the London Truth, to which we would call the attention of those interested in the president's enthu-

cal and psychological efforts at this time:
It is deplorable to read that the contempt and loathing manifested by the whites in South Africa toward the blacks is extended indiscriminately to Asiatics, whose skins are not of the right color. Practically, a South African colonist seems unable to distinguish between a negro and a Hindu, although the latter may be by comparison with the British colonist an educated gentleman. In a recent letter from Natal the writer describes how he saw a party of white men board an electric tram car in Durban. The car was full, and among the passengers were three Hindus. All three were forcibly hauled out of their seats by the Englishmen, who threatened to pitch them out of the car if they made any resistance, and then appropriated their places.

FREEDOM OF THE PRESS IN THE HOOSIER STATE.
(Memphis Commercial-Appeal.)

The Evansville (Ind.) Courier has been enjoined by Judge Rasch of the Vanderburg County Circuit Court from publishing sketches of a defendant on trial for a criminal offense. The restraining order does not set forth any belief that this defendant will be caricatured, but the injunction is issued on the sole ground that the cause of the defendant will be prejudiced.

If Indiana has a statute authorizing an injunction restricting publication on this specific ground, without further establishing the prejudice, such statute should be repealed at once as hostile to the best interest of the State.

In the absence of such specific statute it would seem to us that the Indiana Judge has shown a lack of wisdom equalled only by the arbitrary nature of his ruling.

It is well known that the law of libel applies to sketches as well as written or printed matter. The fear of libel, however, is not the ground for this injunction. It is issued merely "on the ground that the publication and use of said picture would prejudice him (the defendant) in the criminal prosecution and his cause" in the trial. No proof is set up showing wherein the injury will exist, no allegation claiming any violation of legal rights, nevertheless Judge Rasch enjoins the publication of the picture, and in doing so gets a precedent that, if sustained, threatens the freedom of the press.

If the courts may enjoin the publication of the picture of a defendant in an easy step to forbid publication of the account of the trial itself, which often contains word-pictures of the parties in interest.

The law seeks not only the punishment of a criminal, but also the prevention of further crime. In this latter aspect the fear of publicity is often a more potent agent than the punishment fixed by the law. There are many individuals who, to accomplish illegal measures, would gladly pay fines, but who are deterred from the unlawful act by the fear of publicity. It is this factor for good morals that Judge Rasch endeavors to throttle with his, to us, untenable position, and while not presuming to pass on the guilt or innocence of the defendant before Judge Rasch's court, we submit that the injunction against the Courier is unsound, unsafe and almost hostile to the principles of law and equity as established in this country.

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The Journal Printed During 1904 a Total of

1,111,491 Copies

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The following figures show The Journal's circulation by months for the past four years:

Years.	1901	1902	1903	1904
January	1,324	2,255	2,612	3,293
February	1,446	2,352	2,681	3,296
March	1,659	2,625	2,992	3,517
April	1,733	2,372	2,882	3,771
May	1,854	2,375	2,930	3,775
June	1,931	2,399	3,024	3,640
July	1,926	2,456	2,970	3,537
August	2,007	2,451	2,978	3,492
September	2,204	2,516	2,915	3,456
October	2,192	2,527	2,914	3,526
November	2,163	2,586	3,000	3,558
December	2,187	2,568	3,190	3,600
Averages	1,887	2,441	2,929	3,540

I hereby certify that the above statement is correct according to the records on file in this office.

FRANK L. MAYES,
Editor and Manager.
Sworn to and subscribed before me this 31st day of December, A. D. 1904.
J. P. STOKES,
Notary Public.

The Relation of Capital to Labor

By AUGUST BELMONT,
President National
Civic Federation



I AM glad to testify to the efficacy and efficiency of face to face conferences with honorable employees. I pronounce it a practical method of reaching a common understanding on points in controversy, FROM WHICH HARMONIOUS AGREEMENTS ARE POSSIBLE, and, if I may refer to my own experience, from such conferences over controverted points followed a better understanding and a harmonious agreement in the conduct of a great public service corporation.

Brains and muscle, money and material are the essentials of a successful transportation company. There are those who find the ways and means for construction, equipment and operation; those who provide engineering, mechanical and technical skill, and those who furnish labor. Capital, labor and material must lie dormant UNTIL UTILIZED BY BRAINS AND MUSCLE, which, controlled and regulated by executive ability, provide the energies essential to the profitable employment of capital and labor.

In the great business of transportation, human beings can only be conveyed from one place to another by the co-operation of other human beings. Human energy, or labor, therefore, is as essential as steam or electricity. This labor is divided between the executive on one hand, which assumes the responsibility for invested capital, for faithful service and the regulation of subordinates, and the great army of employees on the other, who discharge their important duties in their respective functions. These two divisions, representing capital and executive management on one hand and labor on the other, ARE BOUND BY A COMMON TIE—the success of the corporation; for success implies the capacity to earn wages and pay for the use of invested capital; from which I mean to say the relations between employer and employee are RECIPROCAL.

Trade agreements, or by whatever name contracts between employee and employer may be designated, should be entered on in good faith and maintained by each WITH SCRUPULOUS INTEGRITY. The employer by reason of this contract embarks the capital of the investor and the employee his capital—namely, labor. Each is essential to the other. NEITHER IS INDEPENDENT.

From profitable co-operation flow the conditions which convert the desert into a garden and confer blessings of life, liberty and happiness. Such contracts are binding alike on employers and employed, and they should be so regarded. They may be likened to a promissory note, which involves the credit of the maker and indorser.

EMPLOYEES, MAKING CONTRACTS FOR LABOR SHOULD ESTABLISH THEIR CREDIT BY LIVING UP TO THEIR CONTRACTS, AND IT GOES WITHOUT SAYING EMPLOYERS MUST BE EQUALLY PUNCTILIOUS.

It is a pleasure to believe that organized labor is learning more and more the lesson that its share of responsibility for a contract is equal to that of capital. The dignity of labor equals the dignity of capital, where labor adheres as strictly as capital must adhere to the obligations of a trade agreement. I would emphasize to the leaders of organized labor the prime importance, the absolute necessity, OF FIDELITY TO CONTRACTS.

When they have made a collective bargain it should be impressed upon all workers whom they represent that the INDIVIDUAL HONOR of every man is pledged to abide by the terms and spirit of that contract.

WHEN EMPLOYERS FEEL ASSURED THAT THE MAKING OF A CONTRACT WITH ORGANIZED LABOR IS AS RELIABLE AS ANY OF THE TRANSACTIONS IN THE BUSINESS WORLD TO WHICH THEY ARE ACCUSTOMED, AS, I AM GLAD TO LEARN, IS BECOMING MORE AND MORE THE CASE, THEN THE TRADE AGREEMENT WILL CARRY ITS OWN RECOMMENDATION AS AN EFFECTIVE SOLUTION OF THE LABOR PROBLEM.

American Women Are Spoiled by The American Men

By HELEN MATHERS, English Novelist

AMERICAN women one meets abroad are not like the best of your women ONE MEETS IN AMERICA. Traveling American women have made a reputation for extravagance and all manner of foolish escapades. They are spoiled by the affection AND LAVISHNESS of their men. The women here are delightful, however, frank and sweet, and with a vivacity and quietness one rarely finds in an Englishwoman. They are good mothers and housekeepers, well bred, and seem to me to represent a HIGHER TYPE OF WOMEN than those one meets abroad.

American men are altogether charming. Their only fault is that THEY SPOIL THEIR WIVES. Even those abroad are better bred than their women. They lead more moral lives than Englishmen, and their courtesy and deference to women are beautiful.

What chiefly impresses me here is the general air of independence IN EVERYBODY. The servants, the people in the street, even the trolley car men and conductors, have it. English railway men have such a gloomy, depressed air. Your motormen answer you civilly, but with a devil may care expression that is very fetching.

BALLOONING AS A SPORT

By Count DE LA VAUX, French Aeronaut

BALLOONING is the sport of the future, and in this country you will one day see wealthy men TOURING IN CLOUDLAND as they do now on land with automobiles. There is no danger if one is careful and has the requisite knowledge of aeronautics. I have myself made many ascensions and have taken up with me five hundred persons in all WITHOUT A SINGLE ACCIDENT.

The Journal's Associated Press report is commended by every reader.

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